

some place to get in out of the sun," Mr. Richards said.

The roofs on all of the fort structures are gone now. During a 1957 West Texas wind-storm, the last surviving roof was blown off a barracks building that was being used as a tool and tack shed.

Today, that barracks's roofless sandstone walls, some with prickly pear growing out the top, are braced against collapse as they are being prepared for a stabilization project that should be completed by the end of the year.

FATHER WAS INSPIRATION

Mr. Richards' father, the late Conda Richards, provided both the inspiration and the grubstake for him to revive Fort Chadbourne from gradual decay and to save its legacy from historical oblivion.

"He and I talked at length about preserving the fort," Mr. Richards said. "He was excited and very supportive."

When his father died in 1998, Mr. Richards used all of the money from his inheritance to start the Fort Chadbourne Foundation, a 501 (c)3 nonprofit charitable foundation.

"It has been a learning process from the word go," he said. "I've run budgets on cattle and I've run budgets on wheat and everything else, but as far as me going in and making a seven-year projected budget on a fort and submitting it to the IRS for a 501 (c)3, I was pretty much at a loss."

Mr. Richards majored in agriculture at Angelo State University, but over the last five years, he and his wife have probably earned the equivalent of a Ph.D. in history, grant-writing and nonprofit management in their efforts to preserve the fort and its heritage.

Mrs. Richards said she has supported her husband in the project from the beginning.

"I'm not as knowledgeable a history buff as Garland is, but this is the kind of enterprise where he and I can use our strengths," she said. "I told him if he wanted to go to grant-writing classes, I'd go with him. I'm not the writer he is, but I'm a better speller. What he can't come up with, I usually can."

She has learned that the history can become fascinating.

"You never know what you are going to come up with," she said. "Today I've been taking pictures where we uncovered some more stones with names carved on them. That is exciting, a real energizer."

The creation of the foundation opened up the possibility of grant monies to support the work that the couple had been funding out of their own pockets. It was more money than Mr. Richards cares to admit, plus "four years of our lives."

To help cover the expenses, they started writing grant proposals. Through support from the Summerlee Foundation, the Dodge-Jones Foundation and the Texas Historical Commission, they have brought in an additional \$414,000.

RESEARCH PROJECT

In addition to the stabilization project, the grants have helped fund a billboard on Highway 277 pointing to the turnoff to the ruins. A historical research project is in progress to identify documents and other primary source materials necessary to write the first history of Fort Chadbourne.

Each fall, the foundation also has a fund-raiser for the preservation efforts. The event includes reenactors, programs on the fort, and skits reflecting stories and vignettes from the fort's past. Last year, for instance, Mr. Richards included in the program a newly discovered letter from the post surgeon to the War Department stating in the most formal language that he was unable to give his monthly meteorological report in full because the Comanches had stolen his rain gauge. This year's fund-raiser is scheduled for Sept. 22.

"We've looked every way we could look trying to figure out a way for Fort Chadbourne to pay for itself," Mr. Richards said. "We've pretty much determined that Fort Chadbourne will never pay for itself or make an income. As far as the dollars Lana and I have invested in the fort, I don't think that anybody will ever recover those dollars. This is just something I wanted to do, and I convinced her that we needed to do it."

If the site can be preserved and developed, Mr. Richards said he believes it can bring in significant revenue to the area. He said studies indicate that visitors to historic sites spend an average of \$94 a day in the area.

"If we are capable of bringing in 80,000 visitors a year, which the numbers indicate to us we are capable of doing," Mr. Richards said, "theoretically, that could put another \$7.5 million into the economy of San Angelo, Abilene, Ballinger, Bronte and Winters."

Even if the economics of the fort never reach that level, Mr. Richards said he's glad he made the effort to save Fort Chadbourne.

"It has been a lot of work, but it's been a lot of fun. I've met some neat people along the way and they are what keeps us going," he said.

For example, an article on the Texas Forts Trail in the November issue of Texas Highways ran a photograph of a carved inscription in the barracks wall: Albert Haneman, Oct. 19, 1858, Co. B 2 Cav.

Two days after the magazine appeared on newsstands, Mr. Richards received a call from John and Laura Haneman of Austin, indicating that Albert Haneman was his great-grandfather. Barely weeks after the photo appeared, Haneman family members from Austin and El Paso met at Fort Chadbourne for a family reunion and the chance to see in person the graffiti of their ancestor.

"I've got a cool job," Mr. Richards said. "It doesn't pay well, but things like that are what makes what we are doing worthwhile."

HONORING LARRY HOLMAN ON HIS RETIREMENT

HON. TOM UDALL

OF NEW MEXICO

IN THE HOUSE OF REPRESENTATIVES

Tuesday, July 10, 2001

Mr. UDALL of New Mexico. Mr. Speaker, I rise today to honor Larry Holman on the occasion of his retirement later this summer. Mr. Holman has served 30 years as the Bureau of Indian Affairs' Superintendent for Education of the Eastern Navajo Agency. Since beginning his BIA career in 1966 as a Wingate Elementary school teacher, he has dedicated his life to bringing equal opportunity education to the Navajo youth of New Mexico.

Mr. Holman has seen many changes during his term. In the late sixties, families would bring their children to school in horse-drawn wagons. In the seventies, there was a lot of pressure to only emphasize English instruction. One of his many distinguished accomplishments was instituting a new Bureau of Indian Affairs personnel system. Through his efforts, BIA teachers' salaries were raised to equal the Department of Defense teacher's rate. This led to a superior teaching staff, and it has increased the quality of education for students.

Such dedication to our teachers and our students, the future of our world, is one of the greatest gifts that a person can give. Mr. Holman has touched many lives and affected a strong beginning for a successful education for many New Mexicans.

Today we recognize Larry Holman's distinguished career and his remarkable service to the youth of the Navajo nation. Mr. Speaker, I believe that I speak for every citizen in the State of New Mexico when I extend our congratulations and best wishes for a retirement filled with happiness.

TRIBUTE TO THE LATE POLICE OFFICER LOIS MARRERO

HON. JIM DAVIS

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, July 10, 2001

Mr. DAVIS of Florida. Mr. Speaker, today I joined thousands of Floridians in saying goodbye to one of Tampa's finest, Police Officer Lois Marrero, who was struck down when a bank robber opened fire on four pursuing officers. Marrero was Tampa's first female police officer killed in the line of duty, but she will be remembered in Florida for so much more.

A devoted officer, Marrero never let her diminutive stature slow her down. Today, her friends and colleagues recalled her feisty spirit, her dedication to the job and as one officer described it, her "heart that was twice as big as her physical size."

Marrero, who was just 15 months shy of retirement, impressed her superiors throughout her career for her energy and professionalism. She was praised for her crime fighting efforts in Ybor City's neighborhoods, and as head of the Tampa Police Department's community affairs bureau and gang suppression units, Marrero was credited for cutting back a rash of car thefts that plagued our city in the mid-1990s.

To her friends and family, Marrero will be remembered as a caring person who was always ready to lend a helping hand. In the words of one neighbor, Lois Marrero was "the kind of person you could count on."

For those of us who never had the privilege of getting to know Officer Marrero, it is our duty to remember Lois for the ultimate sacrifice that she made to keep our community safe. This terrible tragedy reminds us that law enforcement officers put their lives on the line every day to protect us and our families, friends and neighbors. In honoring Lois Marrero, we show our gratitude to the entire law enforcement community.

So today, on behalf of the citizens of Tampa Bay, who came together this week in an outpouring of sympathy, prayers and tributes, I thank Officer Marrero and Tampa's Police Department for their commitment to our neighborhoods and I send our deepest sympathies to Lois' family, friends and colleagues for this great loss.

TRIBUTE TO DR. RICHARD W. McDOWELL

HON. JOE KNOLLENBERG

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

Tuesday, July 10, 2001

Mr. KNOLLENBERG. Mr. Speaker, today I pay tribute to Dr. Richard W. McDowell, the longest-serving President in Schoolcraft College's history. He will be retiring on June 30,

2001. Dr. McDowell has been a great asset to his students, and served the Michigan educational community with diligence and excellence. In addition to his tenure as president, he has served on numerous educational and commerce boards, including the Livonia Chamber of Commerce, American Association of Community Colleges, and Council of North Central Two-year Colleges.

After completing his tenure as vice-president and acting-president at two community colleges in Pittsburgh and Florida respectively, Richard McDowell joined Schoolcraft College in 1981, and helped guide the college through a 20-year period of academic growth and brilliance. On this end, he achieved high standards in increasing staff development, employee recognition, and provided the necessary direction to establishing the Business Development Center that has generated a billion dollars in grants to various local companies.

The increased funds have enabled Schoolcraft College to be expanded considerably, which has made for a livelier and richer educational environment for students. On May 16th, 2001 the college broke ground on a \$27 million facility that will house a state-of-the-art information technology center, and its culinary arts department, which is recognized nationally. The college also plans to break ground on a \$27 million facility that will house a state-of-the-art information technology center, and its culinary arts department, which is recognized nationally.

Through his dedication and hard work to Schoolcraft College and the Michigan educational community, Dr. McDowell is a prime example of the kind of people that we need running the affairs of colleges and universities dedicated to providing the best environment and education possible to our students. I congratulate Richard on his fine achievements and wish nothing but the best in his future endeavors.

A TRIBUTE TO KELLY AIR FORCE BASE

HON. CIRO D. RODRIGUEZ

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Tuesday, July 10, 2001

Mr. RODRIGUEZ. Mr. Speaker, on Friday, July 13, 2001, after 85 years the flag will be brought down for the final time at Kelly Air Force Base in San Antonio, Texas. In recognition of this momentous occasion I offer the following tribute of Kelly AFB and its lasting legacy to the United States Air Force, the nation, and the San Antonio community.

Seventy-four years after Travis, Crockett and Bowie manned the battlements at the Alamo, a different kind of warrior made his appearance over the South Texas City of San Antonio. He rode on wings of wood and fabric. In January 1910, on orders from Major General James Allen, Chief of the Army Signal Corps, Lieutenant Benjamin Foulois established a flying field at Fort Sam Houston, Texas. Foulois arrived at the Fort with a Wright flyer, the only airplane in the air service. In April 1911, three young Army officers joined Foulois fresh from Glenn Curtiss' Flying School at San Diego. Among them was a thirty-year-old lieutenant from London, England,

George Edward Maurice Kelly. Kelly immigrated to America, enlisted in the United States Army and eventually received his citizenship and gained a commission. Volunteering for duty in the Air Service, he trained briefly with Curtis and then joined Foulois at San Antonio. Lieutenant Kelly's aviation career would be short lived. On May 10, 1911, he crashed his Curtis Type-4 Pusher into the brush near Fort Sam Houston's Drill Field. Lieutenant Kelly became the first American military aviator to die in the crash of a military aircraft. Six years later, one of the nation's premier flying fields would bear the name of this brave young aviator.

Lieutenant Kelly's death caused the Commander at Fort Sam Houston to call a halt to flying at the Post. Aviation didn't return to the Alamo City until November 1915, when the First Aero Squadron arrived from Fort Sill, Oklahoma. It did not stay long. In March 1916, the Mexican Revolutionary leader, Pancho Villa, attacked Columbus, New Mexico, and the First Aero Squadron, commanded by Foulois, joined a punitive expedition commanded by General John J. Pershing. Within months all its few aircraft were grounded. With World War I raging in Europe, it was clear that American military aviation needed to expand. Foulois, now a major, was called upon to form new squadrons and find a training site. In November 1916, he returned once again to San Antonio. Lacking space to expand at Fort Sam Houston, Foulois looked for another site for an aviation camp, choosing a 700-acre track of land southwest of San Antonio. The land was leased in January 1917. What was once cotton, cabbage, mesquite and cactus, was overrun with men and machines clearing the way for a landing field. On April 5th 1917, the first four planes slid out of the sky to land at the new field. The United States entered World War I the next day. Named Kelly Field in July, the new field was seen training aviators, mechanics, and support personnel destined for duty in France. Within 18 months, Kelly was the largest aviation training, classification and reception center in the United States. With the end of the war to end all wars, Kelly Field was consumed by the lethargy that follows most armed conflicts. The United States adopted an isolationist attitude and military aviation lapsed into a period of near hibernation. Aircraft that had been built for war were now turned to barnstorming and amusement. Throughout the nation aviation camps and depots were closing, but at Kelly Field the pace had merely slowed not stopped. For a time, all the active flying groups were stationed at Kelly. Then in 1922, the Air Service restructured its training program, making Kelly home to the Air Service Advanced Flying School. For the next two decades, Kelly would become famous as the alma mater of the Air Corps. During these years, some of aviation's greatest names pressed the rudder pedals of Kelly trainers. Early graduates of the Advanced Flying School include "lone eagle" Charles Lindbergh; General Curtis LeMay, cigar chopping advocate of strategic air power; and future Air Force Chiefs of Staff Hoyt S. Vandenburg, Thomas D. White, John McConnell and George S. Brown.

With the acquisition of more land west of Frio City Road in 1917, Kelly Field was divided into two areas, Kelly Number 1 and Kelly Number 2. While Kelly Number 2 was busy turning out dashing aviators, Kelly Number 1,

renamed Duncan Field in 1925, was engaged in a less glamorous task of aviation supply and maintenance. This humble stepchild spawned out of necessity would eventually thrive and go on to become an Air Force logistical giant. By 1935, most world powers were struggling to free themselves from the grip of worldwide depression. In Germany, Adolph Hitler had seized the reigns of power. On the other side of the globe, Japan was running rampant through Manchuria. The clouds of depression were clearing, but clouds of war were rapidly taking their place. Aircrew training at Kelly was stepped up; courses were conducted in nearly every form of military aviation including attack, pursuit, observation and bombardment. Paved runways and permanent facilities sprouted throughout the installation. When Japanese bombs rained on Pearl Harbor on December 7th, 1941, Kelly Field was ready to take its place as a major cog in America's war machine. Midway through World War II, Kelly's logistical role came to the forefront. Pilot training moved to Randolph and other new airfields while an organization known as the San Antonio Air Service Command sought to repair and supply the nation's aerial fighting force. In two short years, the workforce expanded from 1,000 to over 20,000. Many were women, Kelly Katies, the Kelly equivalent to Rosie the Riveter. Peace came in August 1945. Kelly Katy went home. The base paused, caught its breath, and then put itself to the task of supporting the most powerful Air Force in the world. On September 18, 1947, President Harry S. Truman signed the National Security Act. Among the articles contained in this legislation was one establishing the Air Force as an independent military service. Duncan Field and Camp Normoyle had been absorbed during World War II, and in January 1948, the field became Kelly Air Force Base. Within a year, the base would once more respond to an international challenge. The Russian bear was putting paw prints all over Eastern Europe. When the Soviets attempted to slam the door on West Berlin, allied air power came to its rescue. Kelly engine maintenance shops operated night and day. Pratt and Whitney R2000 engines rolled off the production lines destined for installation on C-54 aircraft flying the Berlin Airlift. The Russian bear hug on Berlin was broken after 11-months of Herculean effort by crews, aircraft and dedicated support by San Antonio Air Materiel Area workers. Less than a year later, the outbreak of the Korean War dropped the temperature of Cold War even further. Kelly personnel labored around the clock to prepare B-29 bombers and Mustang fighters for service overseas. The outdoor lighting lit up the sky at night and became famous as San Antonio's "Great White Way". Nuclear deterrent was the "watch word" and Kelly's people worked in support of the intercontinental B-36 bomber, the first capable of flying anywhere in the world, dropping its nuclear payload and returning home. Its Pratt and Whitney R4360 engines monopolized Kelly's overhaul facilities for over a decade. A proud yet poignant story revolves around the cargo version of the B-36. The XC-99 transport was the largest cargo aircraft ever built until the advent of the massive C-5A. The huge bird nested at Kelly and from this base of operations set numerous cargo hauling records, but logistics theorists at the time balked at having too many eggs in one basket. Cost of